

12.0 Implementation Plan

Implementation of the US-91 North Corridor Plan recommendations will require funding and environmental clearance and permitting as required.

12.1 Implementation Strategies

The US-91 North Corridor recommended improvements will require implementation through the following mechanisms:

- Statewide Transportation Improvement Program programming;
- Local government projects;
- State and local government partnerships;
- State and Shoshone-Bannock Tribes partnership; and
- ITD maintenance program.

Many of the improvements recommended in Section 11.0 of this Corridor Plan are site specific and relatively minor in scope. Successful implementation of turn lanes, wider shoulders, and intersection reconstruction will require diligence on the part of the Idaho Transportation Department, local governments, and the Shoshone-Bannock Tribes in identifying opportunities to accomplish improvements on a partnership basis, and possibly along with state, local and tribal maintenance projects, roadway reconstruction projects related to land development, and other safety improvements.

12.2 Environmental Clearance and Permitting

The need to develop environmental documentation prior to implementation of any of the recommended improvements must be determined, based upon funding source, potential impacts on natural and cultural resources, and federal and state permitting requirements. The following projects are likely to require environmental evaluations prior to construction:

- US-91 and Shilling Avenue Bridge Replacement and Reconstruction
- US-91 Reconstruction Airport Road to Merkley/Hansen

Cross-street realignments to improve skewed intersections will likely require new right-of-way and potentially have impacts that would trigger an environmental evaluation.